

Bun-Burner 1500 Rules

Date last revised: November, 2011

Following are the guidelines for earning a Certificate of Completion for a 1,500 mile (or more) ride in 36 hours (Bun-Burner 1500). If you are not currently a member of the Iron Butt Association, completion of this ride will provide you with IBA membership.

You may also complete the ride two-up (with one person doing the piloting, the other being a passenger the entire distance - you may not share piloting duties!). In these cases, the Iron Butt Association issues two certificates, one for the rider and one for the passenger. There is NO additional charge for a passenger, however, if they would like a pin or plate frame, you will need to add that in on the fee schedule page.

There are five steps to earning a Bun-Burner 1500 .

- 1. Choose a safe route,**
- 2. Get a start witness,**
- 3. Collect and track receipts,**
- 4. Get an end witness**
- 5. copy and submit your documentation.**

Since safety is our primary concern, no pre-registration of your ride is needed. Our goal is to give you added flexibility to decide on any given day whether the combination of weather, your motorcycle and most importantly, your attitude, are ready for a big ride.

STEP ONE, Choose a SAFE route

Your ride needs to be completely documented (steps outlined below) and cover a minimum distance of 1,500 miles in 36 hours or less (Bun-Burner 1500).

Please keep in mind, 36 hours is wall time, not riding time. So if you start your ride at 5:00 pm on June 1st, you must finish it before 11 pm on June 2nd.

The majority of riders will cover their 1,000 miles in about 22 hours (including all stops).

A safe ride should be your primary goal. If this is your first attempt at a 1,500 mile in 36 hours, we highly recommend that you study the Iron Butt Association's 25 long distance riding tips located at: 25 Tips.

IMPORTANT NOTE: Unless your speedometer has been calibrated, do NOT depend on your own odometer readings for official mileage! Most Japanese motorcycles register at least four percent more miles than actually travelled. Over the course of a 24 hour period, this error can be quite severe - as much as 40 miles. IN ALL CASES, mileage will be verified with either Auto route (a computer atlas), Map source, Google Earth or an Automobile Association atlas.

We strongly discourage, and in some cases may reject, routes that are repetitive in nature. For example, we would not accept a claim that you rode Manchester to Bristol 7 times a distance of 157 miles each time.

No preregistration is needed for the Bun-Burner rides. We feel this removes the pressure to complete the ride should you become tired or otherwise feel unsafe. While group Bun-Burner rides bring with them the safety of group travel, they can also increase your risk by encouraging you to press on when you might otherwise stop. Group rides can also encourage aggressive riding. Be sure riding styles of others in your group match your style. When planning a ride, keep in mind that group rides are only as fast as the slowest person in the group. This can extend your riding day many hours pushing you toward fatigue.

Motorcycling comes with risk and riding 1,500 miles or more increases your risk substantially. It is imperative you understand the risk you are taking and minimize the possibility of an accident by practicing safe motorcycle habits. No one, not even the most experienced long distance rider, can safely fight off fatigue. If you are tired, the only option is to stop and rest. Ignoring the symptoms of fatigue can be fatal. The Bun-Burner rides enjoy a fantastic safety record but to continue this record requires you to do your part. If you are tired, having a bad day, or facing other hurdles that are impacting your riding skills, please stop and rest so that you may enjoy motorcycling another day!

Please remember that the Iron Butt Association is dedicated to the sport of safe, long-distance motorcycle riding. It does not condone nor will it tolerate unsafe activities such as excessive speed (in many counties, riding more than 20 miles per hour above the speed limit may also get you charged with dangerous driving. Dangerous driving is a serious charge in any jurisdiction. Few experiences in motorcycling are more memorable than an appearance in traffic court, particularly if your license hangs on the outcome), reckless motorcycle operation, riding while fatigued or otherwise impaired, the use of stimulants to maintain alertness, or any other activity that results in riders exceeding their personal limits. Any rider found to have engaged in these or other unsafe activities, as determined in the sole discretion of the IBA, will have their certification refused. If the certification is already issued and we find out about these infractions after the fact, the certification will be revoked (if you read *Motorcyclist Magazine*, you may have seen them burning an IBA certification when we revoked the certification of a noted staffer's ride). For these purposes, the IBA will consider as an admission of violating this policy any public statements made by the participant that describe participation in unsafe activities during a ride subject to certification.

STEP TWO: *Get a start witness*

In order to document your ride, the Iron Butt association requires that obtain an eyewitness to document the start of your ride. Witnesses for the Bun-Burner 1500 may be a friend (but not one on the ride with you), spouse or even gas station attendant willing to answer a letter from the IBA about your start or end time. If a passenger is on the ride with you, please ask your witnesses to sign the form for them also.

Make sure that you inform potential witnesses that the Iron Butt Association may be auditing certain aspects of your ride and may be sending them a letter with a copy of the page they signed asking them to verify the information provided. Receipts are your primary concern, however, a good witness has "saved" many rides, so try to pick the best witness possible to see you start or

end your ride. Keep in mind that a witness who doesn't bother to respond to an audit letter or phone call is as good as having no witness at all!

If a witness is someone you know, a short thank you note after you complete your ride is always appreciated. Besides, many of them will be waiting to hear how you did.

Try to remember that you are a salesperson each time you approach someone to sign your witness form. If someone doesn't want to provide their home address - suggest they give a business address. According to experienced riders, taking a few minutes to explain your ride to potential witnesses will get them involved. Most people will actually feel honoured to sign your witness form. However, attitude plays a key role, if someone refuses to sign your book, don't argue, move on to the next person.

STEP THREE: Collect and track receipts

Before the start, you will want to try gas stations to find one that has a receipt with a good location, time and date on it to document the start of your ride.

IMPORTANT NOTE: Date and time is most important for your start and end receipts. They are much less critical on the other ride receipts. We know there are mistakes on many station clocks - spend your time concentrating on the start and end receipts.

Fill up your tank and obtain a computer printed gas receipt with a legible date and time stamp. NOTE: Many fuel stations in Europe are printing an "invoice number" which is actually the time of the transaction for example; you might see Inv# 113557 which means 11:35:57 am. You may also elect to use a bank ATM receipt with a time and date stamp for your start time but please leave with your tank full.

*** * * THE COMPUTER TIME STAMP WILL BE YOUR OFFICIAL STARTING TIME * * ***

The following log entries and completed witness forms are mandatory:

Log entries must be made at each gas stop (sample attached). A log entry includes the following information; DATE, TIME, LOCATION (i.e. London) and ODOMETER reading. A receipt must accompany each log book entry (please note, that the receipts from these fuel stops, where possible should include a date stamp - we do NOT care about time stamps on these receipts, do not waste time worrying about time stamps, the only time stamps that are critical are the start and finish receipts!).

In order for the verification team to account for your time, **log entries must be made at each stop longer than 30 minutes** (for example you decide to stop at a roadside rest stop for a nap or get a Hotel room during the ride). Each entry for extended stops must include the approximate length of the stop or the start time and ending time. Meals that take longer than 30 minutes are considered rest stops - where possible please try and obtain a restaurant receipt. Obviously, many types of stops, for example a stop in a rest area, will not generate any kind of receipt - this is acceptable, but please account for the time in your trip log.

WARNING: If your motorcycle is equipped with a large fuel-tank, please note that you must stop at least once every 350 miles for fuel (this is purely for documentation for your ride). Although we know it is possible to ride greater distances non-stop, we will not accept a claim of this type.

At the end of your ride, before the 36 hour time period is up, obtain a computer printed gas receipt with a legible location, date and time stamp.

*** * * THE RECEIPT WILL BE YOUR OFFICIAL ENDING TIME * * ***

STEP FOUR: Get an end witness:

After you get the fuel receipt, find at least one eyewitness to document your ending time. Like the start, the Bun-Burner 1500 may be a friend (but not one on the ride with you), spouse or even gas station attendant willing to answer a letter from the IBA about your start or end time.

STEP FIVE: Prepare Copy and Submit your documentation.

Find a map (an old, or photocopied one is acceptable) or print one from the internet and circle the cities you stopped in (don't forget the start and ending points) for fuel/food/etc (a copy of a map is acceptable). This map is to assist the person verifying the routes and is meant to give a good overall picture of your ride. You do not actually have to find the small towns you stopped in, just circle the approximate area. The best map is one that shows your route on one or two pages. Please do not send in multi-page route sheets from mapping programs or an Auto club they are too hard for the verification team to get a good overview of your ride.

COPY your receipts and number the copies to correspond to your trip log.

COPY your witness forms and log.

*** * * Retain your original documentation - only send copies! * * ***

If needed, write a short note about any problems with your ride, for example, "The receipt from Birch Services does not have the correct date. I had the attendant write the correct date. The stations number is 01706 123 1234

We strongly caution that out on the road it may not be possible to follow these guidelines to the letter. If that happens, please explain any problem you encountered and we will do our best to work out a solution. For example, 23 hours and 35 minutes into this ride, one person could not find a gas station with a computer generated receipt (obviously, our favourite type), so he got a few locals to witness the time he arrived. His other documents clearly supported his claim of riding the distance in the time-frame he claimed so we did not hesitate to process his award.

COMPLETE the attached form. Basically, this is information where to send the awards, what name and motorcycle you want on the certificate and the basic route you would like the award to note.

FINALLY, send it to:

IBA UK,
Ray F Walton

The Tryst
Wardle Road
Rochdale
Lancashire
OL12 9JA

Or email scanned documents to

verifications@ironbutt.co.uk

You will receive confirmation of your documentation being received.

No Fee is due at this stage

When we get your ride documentation, one of several people will start the verification process. Due to the extensive work involved (keying data into mileage spreadsheets, map verifications, witness contacts where needed and custom certificate preparations) and the fact that 100% of the labour involved with producing these awards is performed by volunteers, it will usually take a minimum of 1 month before your certificates will be ready for signature and mailed to you.

We realize this is a long time to wait for your certification. However, our certification process is very thorough. In fact, the entire certification process is what gives your certificate value. It would be very easy for the Iron Butt Association to simply take money and print up a generic "you rode a 1,000 mile day" certificate, however, the value of the entire certification program is in the fact that not just anyone can get an Iron Butt Association ride certification. The downside is this process takes time... We can only offer that when you receive your certification you know that not only you earned it, and so did any other rider that you meet with the same certification. Before we can issue your certification, you may be asked to clarify certain aspects of your ride and/or documentation by either e-mail, phone or letter. Additionally, certain aspects of your ride are subject to audit by yet another set of IBA volunteers charged with insuring only people that rode the miles get the award. Should your package get tagged for that audit, it too may delay the final determination of your claim for the award.

If you have any questions about this ride, you may send e-mail to verifications@ironbutt.co.uk

Make sure you are 100% certain you understand these rules BEFORE you start your ride

Iron Butt Association UK
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